The DAILY COMMERCIAL, published by THE Commercial Printing Company, corner Fifth Avenue and Smithfield Street.

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☞ Terms of the DAILY: Single copy, 3 cents; delivered by carriers or sent by mail, 25 cents, subscription by mail three months, $10 00.

☞ Communications designed for publication should be addressed to the Editor.

☞ All letters on Business, Subscriptions, &c., address THE COMMERCIAL, Pittsburgh.

The Weekly Commercial, a large sheet containing all the Current News, Miscellaneous, Literary and Social matter in intelligence, and Valuable Reading for the Family.

☞ TERMS OF THE WEEKLY: For Year ($2 issued), $2 00; in Clubs of Twenty, $1 50; one copy gratis to the getter-up of the Club.

The money must always accompany the order, and in no instance can there be deviation from it.

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The Pittsburgh Commercial.

VOL. VIII. PITTSBURGH, FRIDAY MORNING, FEBRUARY 17, 1871. NO. 129.

FIRST EDITION.

HARRISBURG.

Proceedings of the Legislature.

The Senate Refuses to Recede from Its Amendments to the Salary and Fee Bill —Committee of Conference on the Part of the Senate Solid for the Amendments —A Chance for the Bill Still—Synopsis of Important Bills Now Pending, &c.

Special to the Pittsburgh Press.

HARRISBURG, PA., February 16, 1871.

SENATE.

The resolution from the House adjourning the Legislature sine die to-morrow (to-day) was passed.

Petitions and Remonstrances.

Mr. Graham presented a petition of 500 miners of Allegheny county, for the extension of the anthracite mining act to the bituminous regions.

Remonstrance from 488 citizens of Elizabeth, Versailles and vicinity against the law.

Mr. Anderson, petition from 500 citizens of Allegheny county for local option liquor law.

Mr. Anderson, petition from 500 citizens of Allegheny county for local option. There are very many petitions for the local option law.

Purchases by the Pennsylvania Railroad Authorized.

Bills authorizing the Western Pennsylvania Railroad Company, Tyrone and Clearfield Railroad Company, York and Wrightsville Railroad Company, and Columbia Bridge Company to sell all their rights and property to the Pennsylvania Railroad Company, and authorizing the latter to purchase the same, were reported favorably.

Bills Introduced.

By Mr. Buckalew, authorizing the election of county, ward, borough, and township officers by cumulative voting, and providing the election of County Commissioners and Auditors by the same system.

By Mr. Anderson, relative to a public park in Pittsburgh, being the bill sent by the City Council.

Authorizing the Central Board of Education of Pittsburgh to borrow money.

Incorporating the New Market Bridge Company of Pittsburgh. This is for a swinging bridge all the way from Penn street to Second avenue. The incorporators are Jas. Lippincott, W. H. McClellan, E. P. Jones, Max. Klein, Woodward Lloyd, C. H. Armstrong, George Black and others. Capital $250,000.

The bituminous mining bill was made a special order for March 1st.

Constitutional Reform Stayed Off.

Mr. White moved that all bills for a constitutional reform convention be set down as orders for next Thursday afternoon. Lost, Republicans voting aye, Democrats no.

The Senate Insists on Its Amendment to the Fee Bill.

Mr. Graham moved that the Senate insist upon its amendments to the Allegheny salary bill. Carried.

The bill from the House relative to salaries, and the mileage of Representative Campbell and Senator Kistler, passed, to-day, in the House.

Afternoon Session—Public Bills Considered.

The following public bills were considered: Extending the time for the recovery of the value of stolen goods by allowing suits against persons receiving stolen goods within six years. Passed.

The bill further regulating the recovery of Mr. Buckalew, providing among other things cumulative voting in the election of county officers and the second reading.

The bill from the House making persons ineligible for county Treasurers or Auditors within two years after serving in that capacity, and repealing the act making Auditors ineligible for re-election within one year after expiration of term, was passed.

The bill from the House authorizing insurance to incorporate park and game propagating associations was passed.

The bill originating in the Senate authorizing any three persons to organize a railway company to operate five miles within the State, and repealing the act of 1868, was passed.

Mr. Cassidy's bill relieving bequests for public, religious, charitable, educational and scientific purposes from the collateral inheritance tax came up. Mr. Cassidy favored and Mr. White opposed in lengthy speeches, and it was laid over.

Conference Committee on the Fee Bill.

The Speaker announced the following Republican and Democrat, as the Committee of Conference on the Allegheny salary bill. The Speaker of the House cannot appoint the committee till to-morrow, there being no session this afternoon or evening. The bill cannot, therefore, be reached probably till next Thursday, as the Legislature turns over the business of the session. The Senate Committee being solid for the Senate bill, the House amendments will in all probability be struck out, as the House delegation is solid for the bill, and Senator Webb must give the friends of the Senate bill at least one on the committee of conference.

HOUSE OF REPRESENTATIVES.

Bill to Prevent Overcrowding of Street Cars Postponed.

The supplement to the act for the Prevention of Cruelty to Animals was considered. The first section provides that only platform cars shall be admitted to street passenger cars and furnished with seats; the second section prohibits cars from stopping except at street crossings. A general debate of a couple of hours ensued.

Mr. Humphreys moved an amendment imposing a fine of five hundred dollars on managers or directors who require their employees to work more than ten hours per day, requiring conductors to be paid at least $2 25 per day and drivers two dollars.

The Speaker ruled that amendment was not pertinent to the subject.

Numerous amendments were offered, increasing the number of passengers accommodated to thirty, confining each passenger to one basket, excluding colored people, and reducing the fare to five cents, all of which were defeated, and the bill finally indefinitely postponed by a vote of fifty-four to twenty-two, equivalent to killing it.

The Salary and Fee Bill.

Mr. Reardicon, the accommodating Mr. White, tried to get a reconsideration of the House action yesterday in refusing to concur in the Senate amendment to the Allegheny salary bill, to concede the Senate amendment, but the Speaker ruled that the motion could not be considered, as the bill was not in the possession of the House.

The Liquor Traffic.

Bills permitting wards, boroughs and townships to vote every three years on liquor license, compensating persons injured by the sale or gift of intoxicating liquors, and preventing the sale of intoxicating drinks on election day, were all postponed and made the special orders for next Tuesday.

Tenth Judicial District.

The bill making Westmoreland county a separate Judicial district was amended by giving the Tenth Judicial District two additional law Judges.

FROM OUR CORRESPONDENT.

Sharp Firing in the House on the Salary and Fee Bill—The Law Association to Frame a New Bill on the Subject—Relentless Hostility—Effort to Make Political Capital Out of the Mining Bill.

Special Correspondence of the Pittsburgh Commercial.

HARRISBURG, February 15, 1871.

THE FIGHT ON THE SALARY AND FEE BILL.

This has been a lively day in the Legislature, and for the first time during the session Allegheny county has monopolized the entire time. The Senate having passed the fee bill after striking out the amendments fastened on it in the House, it came back, and then the fight commenced. R. F. Lucas and Charles Jeremy were active on the floor opposing concurrence in the action of the Senate. Mr. Robb led off in opposition to the bill, as he is opposed to making any distinction in the officers. He wants either the fee to take effect immediately and include all the officers, or else to exempt Mr. Kinsey from the provisions of the bill. Mr. White contended that Mr. Ross pledged himself, when before the people, to be guided by the provisions of the bill.

The cross firing between these gentlemen was sharp and personal, and the delegation in the House was equally divided upon the concurrence in the amendments. Messrs. White, Kerr and Warner voting for, and Messrs. Humphreys, Taylor and Robb against. The bill is now in a most dangerous predicament, and the chances are that it will be a fee both parties seem determined in the matter, and between them there is but little probability of a satisfactory bill passing.

It is understood that the LAW Association next Saturday are to consider a new bill and forward it here. As a matter of course these gentlemen will make a bill that no person can take exception to, not even themselves, which just means no bill at all.

A LACK OF DIGNITY.

During the session on Wednesday evening, the House listened to the reading of a piece of doggerel about a dog and a tom cat, and indulged in vulgar bursts of laughter. To say the least about it, it was low and out of place, and the members of the Legislature should not find fault with the people when they themselves openly encourage such low practices.

POLITICS AND THE MINING BILL.

The act to extend to the bituminous regions the act providing for the safety of persons in coal mines is of great importance to coal miners. It is made the special order for Tuesday next week in the Senate, it will be supported by the Democracy for political purposes, as was developed by their acts to-day under the leadership of Senator Wallace.

PAWNERS' BANK OF PITTSBURGH.

SECTION 1 of the act to incorporate the Pawners' Bank of Pittsburgh provides that Joseph Marshall, Samuel McElhaney, Nathan Brookaw, William Lantman, Robert M. Snodgrass, George F. Morgan, Jonathan S. Pearson, George W. Wilson, James T. Wray, and their successors, shall be a body politic and corporate under the name of the Pawners' Bank of Pittsburgh, to be governed by the laws of the State so far as applicable. It shall not be a bank of issue, and shall loan on security of personal chattels and real estate only.

SEC. 2. The capital of the bank, to be raised by subscription, shall not exceed $100,000, in shares of $25 each. It shall have power to borrow on its notes not exceeding the amount of its capital paid in, for periods not exceeding one year.

SEC. 3. When $50,000 has been subscribed and $10,000 paid in, the stockholders may organize and commence business.

SEC. 4. The charge on loans secured by personal property shall not exceed one and a half per cent. a month.

SEC. 5. The disposable funds of the bank shall be loaned on goods and chattels, embraced within its rules and regulations, in the order in which they are offered, always discriminating in favor of small loans to the poor. It shall loan to four-fifths the appraised value on gold and silver plate, and two-thirds of value on all other goods.

SEC. 6. The bank shall be governed by seven directors, six elected annually in October, by the stockholders, and one appointed by the Mayor of Pittsburgh, the board annually electing by one of their number President.

SEC. 7. All loans on personal property shall be for a fixed time, not over one year; the pawner may redeem such property at any time within the specified period, on payment of the loan and interest due to time of redemption.

SEC. 8. If personal property pledged and not redeemed within the time limited, shall be sold at public auction, and the surplus, if any, after sale of said real and personal property, after paying loan charges and expenses of all kinds, shall be held one year for the owner; if not then called for, it shall go into a fund for the year, when the entire forfeiture taken place, and the fund be distributed.

SEC. 9. All losses on loans from failure of title or any cause shall be satisfied from the said profit and loss fund.

SEC. 10. The net balance of said fund at the end of each year shall be made up annually to the first day of January, and be divided among the stockholders, under direction of the Mayor, during the months of January, February and March.

SEC. 11. The bank shall give to each borrower a card inscribed with name of bank, property on which loan is secured, name of borrower, amount of loan, rate of compensation, date when made, date when payable, and page of book where recorded.

SEC. 12. The whole profit of each year shall be disposed of at the end of the year. The earnings to be divided among the stockholders shall never exceed eight per cent. per annum, and the balance, if any, shall go into the profit and loss fund, and distributed in charity as directed by law.

SEC. 13. The bank shall give to each borrower a card inscribed with name of bank, property on which loan is secured, name of borrower, amount of loan, rate of compensation, date when made, date when payable, and page of book where recorded.

SEC. 14. The whole profit of each year shall be disposed of at the end of the year. The earnings to be divided among the stockholders shall never exceed eight per cent. per annum, and the balance, if any, shall go into the profit and loss fund, and distributed in charity as directed by law.

SEC. 15. All loans shall be made upon a time fixed; but where the loan is secured by real estate the borrower shall have the privilege of paying off the loan in whole or in part at any time before the time so fixed, interest to be charged only on the sum due and unpaid.

SEC. 16. Any duty, liability, etc., granted or imposed herein on borrowers or bank, shall be deemed granted to or imposed on the legal representatives of said parties.

SEC. 17. Provides for annual reports to the Bank Commissioners in October of each year.

SEC. 18. Provides for the establishment of by-laws and regulations for the bank.

SEC. 19. Stock of said bank shall be transferable only at said bank and on its books.

SEC. 20. Authorizes the bank to loan on pledge of United States and State bonds and securities, to four-fifths of their appraised value.

ANOTHER PARK PROJECT—IS IT TO BE ON MOUNT WASHINGTON?

An Act to incorporate the Allegheny county Park Company:

SECTION 1. *Be it enacted, &c.*, That George A. Berry, Hugh S. Fleming, T. M. Howe, William M. Lyon, William Smith, James B. Murray, John H. Shoenberger, S. Hartman, T. J. Bigham, William A. Tomlinson, James M. Brown, B. W. Morgan, Joshua Rhoades, Robert Ernett, Jared M. Bruce, William H. Brown, and several others, are authorized to buy one thousand acres of land, five hundred of which shall be set apart for the purposes of a public park and five hundred to be sold, ten per centum to stock holders. The capital stock is one million dollars. The Company are authorized to lay out roads, cut tunnels, build bridges, lay down rails, run cars and engines and carry freight. They are to commence operating within three years, otherwise this charter shall be void.

EXTENSION OF WHARVES OF ALLEGHENY CITY.

The City Councils of Allegheny city are authorized to extend their public wharves on the Allegheny and ohio rivers to cover the entire front of said city, taking and paying for property as provided for under the law in regard to the opening of streets.

PROVISION FOR THE HEALTH AND SAFETY OF COAL MINERS.

SECTION 1. *Be it enacted, etc.*, That all the provisions of an act of the General Assembly of the Commonwealth, entitled "an act providing for the health and safety of persons employed in coal mines," approved on the 3rd day of March, 1870, shall be and they are hereby extended to and made applicable to the bituminous coal mines of the several districts within this Commonwealth, with like effect as if said act originally applied thereto.

SEC. 2. That the said bituminous coal sections in this Commonwealth shall be divided into districts by counties, as follows: the counties of Greene, Fayette, Washington, Westmoreland, Allegheny, Beaver, Armstrong, and Butler shall constitute the First district; the counties of Warren, Lawrence, Mercer, Crawford, Forest, Cameron, Venango, Clarion, Jefferson, Clearfield, Center, and Elk shall constitute the Second district; the counties of Cambria, Somerset, Bedford, Blair, Huntingdon, Fulton, Indiana, Cambria, Somerset, Bedford, Blair, Huntingdon, Fulton, Indiana, Clearfield, Center, and Mifflin shall constitute the Third district; and the counties of Tioga, Lycoming, Sullivan, Bradford, Susquehanna, Wyoming, shall constitute the Fourth district; and upon the passage of this act, the Governor of this Commonwealth shall appoint one competent and practical mining engineer as one member thereof; the judge of the court of Common Pleas of Fayette county shall appoint one reputable coal miner in practice as a member thereof; the judges of Court of Common Pleas of Tioga county shall appoint one reputable coal miner in practice as a member thereof; the judges of Court of Common Pleas of Fayette county shall appoint one reputable coal operator in practice as a member thereof; the judges of Court of Common Pleas of Tioga county shall appoint one reputable coal operator in practice as a member thereof; and the judges of the Court of Common Pleas of Allegheny county shall appoint one reputable coal operator in practice as one member thereof; and the said Board of Examiners shall consist of five members, all of whom shall be practical coal miners, and shall on inspection to the Governor, shall be entitled to five dollars per day for every day actually employed in their duties, and be entitled to six cents per mile for each mile traveled in the necessary travel to and from the meetings of said Board. And said five examiners shall be appointed at the first session of said court after the passage of this act, and shall meet for organization at the Logan House in Allegheny, on a day to be fixed by the majority of said Board. They shall be sworn, and shall serve for thirty days in any year, and they shall be paid for their services by the State Treasurer upon the warrant of the Judge of the court by whom they shall have received their appointment, which warrant shall not be drawn after full proof made of the performance of the services herein provided for; and the said Board of Examiners shall perform their duties and be qualified in the same manner as is provided in regard to the Board of Examiners, and the filling of vacancies in said Board shall be filled by appointment by the Judge of the Court of Common Pleas by whom the original appointment shall have been made.

CHANGE OF VENUE.

An act is pending to repeal the law approved April 10, 1867, providing for change of venue in certain cases from Allegheny and Philadelphia county.

CASH INSURANCE COMPANY.

Senate bill No. 28 authorizes the Cash Insurance Company to increase their capital and assets by the purchase of promissory notes and other negotiable paper, and make loans upon security.

SALE OF INTOXICATING DRINKS ON ELECTION DAY PROHIBITED.

A bill now before the House Committee on Vice and Immorality provides that no person shall on any day set apart for general or special election, Performance Thursday, sell intoxicating liquor, which shall be deemed guilty of a misdemeanor, and subject to imprisonment in the county jail for not less than ten days nor more than one hundred days, and shall also be subject to a fine of not less than $20 and not more than $500, in the discretion of the court.

GREENSBURG MASONIC FUND.

The Greensburg Masonic Fund is empowered to borrow not exceeding $15,000, for any period not exceeding twenty years, at not exceeding seven per cent. interest per annum, secured by mortgage or otherwise, but may be deemed sufficient to be free from taxation. The second section of the supplement to the Wharton incorporation, and the Masonic Fund, approved March 6, 1866, is repealed.

MONONGAHELA COLLEGE, JEFFERSON, GREENE COUNTY.

Senate bill No. 318 creates an act for the town of Jefferson, in Greene county, an institution of learning to be called the Monongahela College, with a female seminary and such other department appropriate for primary education and theological learning as the trustees and managers of said college shall be able to maintain. The college is founded by the Ten-Mile and Monongahela Baptist Association.

HUNTINGDON WATER WORKS.

Senate bill No. 254 authorizes the burgesses and town council of the borough of Huntingdon to borrow not exceeding $100,000, to provide a supply of water for the use of the inhabitants of said borough.

RAILROAD LEGISLATION.

A supplement to the act incorporating the Bear Mountain Railroad Company, approved July 13, 1842, authorizes the extension of the time for the completion of the road for five years from the passage of the act. The capital stock may be increased to an amount sufficiently to equip the road, not exceeding in the aggregate $2,500,000. Money may be borrowed at a rate of interest not exceeding eight per cent, secured by mortgage on the property and franchises of the company; provided, that the amount so borrowed shall not exceed one million dollars, and that no bond shall be issued for a less sum than $100.

A supplement to the act incorporating the Mount Pleasant and Broadford Railroad Company, authorizes the appointment of viewers to assess damages in any county through which the railroad may pass. The second section provides for the election of a President and six directors, any law on the subject to the contrary notwithstanding.

An act amendatory of the act incorporating the Ligonier and Latrobe Railroad Company, changes the name to that of the Ligonier Valley Railroad Company, and provides that the terminus shall be at or near the intersection of Ligonier valley point on the Pennsylvania Railroad within five miles of that place.

FORT WAYNE, IND.

Another Fatal Accident—Stevens Discharged—Catharine Ewing's Will.

Special Dispatch to the Commercial.

FORT WAYNE, IND., February 16, 1871.

Frederick Gerke, aged about thirty years, was seriously and probably fatally injured near here yesterday by a large log rolling over him.

Reuben Stevens, who was arrested here a short time since on a charge of manslaughter in Kansas, was discharged on account of his bail not putting in an appearance, he having given bonds to answer said charge.

Catharine Ewing's will, which was recently admitted to probate, required one hundred and fifty dollars worth of stamps.

MANSFIELD, O.

The Thornton Hotel Burned.

Special Dispatch to the Commercial.

MANSFIELD, O., February 16, 1871.

A fire about one o'clock this morning destroyed the Thornton Hotel, opposite the old Pittsburgh, Ft. Wayne and Chicago and Baltimore and Ohio Junction depots. The furniture was saved. Loss about seven thousand dollars. Insured in the Richland Company, of Mansfield, for twenty-three hundred and fifty dollars; Knox, of Mt. Vernon, for twenty-three hundred and fifty dollars, and Ætna, of Hartford, for fourteen hundred dollars.

SALEM, O.

Special Election to Fill a Vacancy in the Legislature.

Special Dispatch to the Commercial.

SALEM, O., February 16, 1871.

The special election in Columbiana county to fill the vacancy in the lower house of the Legislature, occasioned by the death of Hon. C. Young, took place to-day. No Democratic candidate was in the field, and but slight interest was manifested. Perry and Center township, which usually cast nearly two hundred votes, did not cast to exceed one hundred and seventy-five apiece. Hon. Josiah Thompson is elected without opposition.

POLITICAL.

HARTFORD, CONN., February 16.—The Republicans of the Fourth Congressional District, in convention at Bridgeport to-day, nominated George Coffing, of Waterbury, for Congress.

PHILADELPHIA, February 16.—The National Executive Committee of the Union Temperance League of America held a meeting in this city to-day, at which a series of resolutions were presented, favoring universal amnesty as soon as the same can be effected; indorsing the efforts being made throughout the United States to suppress intemperance by means of labor unions; forming a judicious reform in the liquor traffic in order that the necessity of the use of imported free of tax, and calling on the Republican party to stand by the administration of President Grant; the resolutions were formally discussed, and referred to a committee consisting of Governor Geary, Governor Wm. A. Newell, and Thomas G. Baker, with instructions to embody the same in an address to the people of the United States. The Secretary was directed to take measures to organize a State Union in Virginia and other States. The committee adjourned to meet in Washington in April.

FIRES.

Helena, Ark.

ST. LOUIS, February 16.—A special to the *Republican* says the fire at Helena, Arkansas, yesterday morning, destroyed nearly a block of business property. Among the heaviest sufferers are Jacks, Moore & Co., Straub & Behman, T. R. Faulkner, A. C. Chester & Co., G. H. Jacques & Co., H. Spitzer, Ferry & Smith. The total loss is about eighty thousand dollars. Insured for twenty thousand dollars in the *Ætna*, *Phœnix* and *Security* Companies.

The Tennessee.

ALL HOPE ABANDONED.

Special Dispatch to the Commercial.

WASHINGTON, D. C., February 16, 1871.

The *Chronicle* newspaper here, of this morning, has a double leaded article on the Tennessee, in which all hope is given up of the safety of the vessel.

CONGRESS.

WASHINGTON, D. C., February 16, 1871.

SENATE.

Mr. CAMERON, from the Committee on Agriculture, reported back the House bill to prevent cruelty to animals while in transit, &c., and asked its consideration.

Mr. COLE objected in order that the appropriation bills should not be further delayed.

Mr. NYE, from the Naval Committee, reported the bill for the relief of contractors for the construction of vessels of war and steam machinery, with a veto message of the President. The question being shall the bill pass notwithstanding the objections of the President, the yeas and nays were called and resulted yeas 5—Ross and Sanisbury—and nays 57.

Mr. NYE then reported from the same committee a bill similar to the one just disposed of, except that the clause of the former objectionable to the President was omitted, and the requirement that claims shall be preferred within twelve months. He asked unanimous consent for the present consideration of the bill.

Mr. WILSON objected.

Mr. CAMERON called up the House bill for a centennial celebration at Philadelphia in 1876. He said in but few minutes remained of the morning hour he would make no remarks upon the bill. It was well understood, and he apprehended no opposition.

At the request of several Senators, the bill was read at length. Messrs. CONKLING and BOREMAN called for the reading of particular portions, thus occupying the remainder of the morning hour, at the expiration of which the legislative appropriation bill came up as the regular order of business.

Mr. SCOTT appealed to Mr. Cole, chairman of the committee having charge of the latter bill, to allow a vote to be taken upon the Philadelphia celebration. Prompt action upon it, he said, was necessary, so that the Pennsylvania Legislature might be applied to to be here adjournment to authorize the erection of suitable buildings.

Mr. COLE declined to yield, in view of the delay which had already occurred upon the appropriation bill, and hoped that the Senate would proceed with it.

The legislative appropriation bill was then proceeded with, the first question being upon the amendment to increase the salaries of United States Circuit Judges. The proposed increase was retained in the bill, ayes 30, nays 28.

Mr. CONKLING moved to make the salaries of circuit Judges $7,000, instead of $6,000.

Messrs. BAYARD and SAULSBURY favored the amendment, and Messrs. YATES and HAMILTON the lesser. It was adopted.

The section increasing judicial salaries was then acted upon as amended, as follows: Each Judge; Chief Justice of the Supreme Court, $8,500; Associate Justices of the Supreme Court, $8,000; Judges of States Circuit Judges, $6,000; Chief Justices of the District of Columbia and Associate Justices of the Court of Claims, $7,000; United States District Judges, $5,000.

Mr. SHERMAN moved to strike out the provision from the Finance Committee, as a substitute for a similar provision reported from the Appropriations, prohibiting any Government employee who for three years after retirement from a department from being interested as bidder or agent in the purchases within any claim before that department. It was rejected by yeas and nays.

Without final action on the bill, the Senate at 5:45 went into executive session, and soon after adjourned.

HOUSE OF REPRESENTATIVES.

On motion of Mr. MAYNARD, it was ordered that on and after Saturday next the House meet at eleven o'clock.

Mr. STOKES presented a petition for a railroad charter from Cincinnati to Chattanooga.

Mr. WHEELER, chairman of the Committee on Pacific Railroads, gave notice that on Thursday next he should call the unfinished business of yesterday, being the bill to bring back the Southern Pacific Railroad bill for immediate consideration.

The House then proceeded to the consideration of the report of the Committee on the West Point Academy troubles.

At the close of an hour's debate, the House proceeded to the consideration of the bill reported and offered by Mr. BUTLER, of Massachusetts, to substitute for the appointment of cadets by Congressmen, that of abolishing the expulsion of the ring leaders of the first class, and court martialing the rest, a resolution declaring that the Superintendent and officers are now in the East in consultation with the capitalists who make this offer. We hope that their labors will give us a new railroad to the base by next fall.

MISCELLANEOUS.

—It is reported that the Pennsylvania Railroad is making an application for the furniture was sacred and Wilkesbarre Railroad for a term of years.

—The Ohio and Mississippi Railroad Company have contracted with the Baldwin locomotive works in Philadelphia, to build eight locomotives, at a cost of $10,200 each, making a total of $108,000. The contract provides that after a given date one engine shall be completed every day and a half, which is the company's agent in Cincinnati, where the cash will be paid down for the same. There is room in the western country for a locomotive factory, and to do the bulk of the railroad interests of the country is centered in the great west.

—European Turkey is to be covered with a network of railways. The total length of line in contemplation is about 1,000 miles, and the route selected, with the exception of a short line in Servia, has already been approved by the Porte. Surveys of half this entire line have been made and reported forward. The directors, after due deliberation, have decided on the contract system of work in preference to that by departments, for which plans and contracts have been entered into. One line of over 150 miles is to connect Salonica with Adrianople. Another will run from Salonica, through Macedonia, and terminate at Uesup, in Western Bulgaria. The total length is 156 miles. A line of 100 miles, nearly 100 miles in length will extend from Adrianople, through Philippopolis, and near the Servian frontier. A short line of about seventy miles, running from Salonica to Monastir, is intended to connect the Turkish and Austrian lines, it is hoped will be completed shortly.

—The Chambersburg *Repository* says: The Southern Pennsylvania Railroad, now in process of construction from the Cumberland Valley Road at Mason to Mercersburg, Franklin county, has brought suits against a number of subscribers to the capital stock of the road who refuse to pay the subscriptions on the ground, we believe, that the company has violated their contract with them. They have refused to pay on the advice of legal counsel, and the question they complain of is likely to be determined by a court and jury soon. The plaintiff's attorneys live in the neighborhood of Mercersburg and Upton.

—A meeting will be held at Waynesburg, Chester county, on the 18th instant, for the purpose of cooperating in the work of extending the East Brandywine and Waynesburg Railroad to New Holland, with a view of making a line of connection with the Reading and Columbia Railroad for the Pennsylvania Central.

—The Union and Titusville Railroad was formally opened on Wednesday.

Large and enthusiastic meetings have recently been held at Mahaney City and Ashland, in furtherance of the project of dividing Schuylkill county. The local papers of the places mentioned are waging a fierce war of words as to which shall be the county seat of the new county.

Sapolio

Removes stains, dirt and finger marks from wood work, without disturbing the paint.

RAILWAY MATTERS.

Meeting of the Indianapolis and St. Louis Company.

Minnesota State Railroad Bonds Valid Obligations—Other Items of Interest.

ANNUAL MEETING OF THE INDIANAPOLIS AND ST. LOUIS COMPANY.

Special Dispatch to the Commercial.

INDIANAPOLIS, February 16, 1871.

The annual meeting of the Indianapolis and St. Louis Railroad Company took place here yesterday, and the following board of directors were elected for the ensuing year; Thomas A. Scott, of Philadelphia; Thomas D. Messler, of Pittsburgh; O. Townsend, of Cleveland; Thomas H. Hubbard, Edward King, of Indianapolis, and P. Hoagland, of Fort Wayne. The Board subsequently organized and elected Thomas A. Morris President.

MINNESOTA STATE RAILROAD BONDS VALID.

NEW YORK, February 16.—Judge Benjamin R. Curtis, of Boston, and Wheeler H. Peckham have given an opinion that the Minnesota State Railroad Bonds are valid obligations upon the State, and that the Legislature has the power to issue the very bonds in question. The opinion is very full and exhaustive, and covers the whole ground of the controversy.

RESIGNATIONS.

CINCINNATI, O., February 16.—It is reported that W. T. Boaz, one of the Receivers of the Indianapolis, Cincinnati and Lafayette Railroad, has resigned, to take effect in March.

CHICAGO, February 16.—Marvin Hugett, Esq., for the past five years General Superintendent of the Illinois Central Railroad, has resigned.

THE CINCINNATI SOUTHERN.

CINCINNATI, February 16.—A large meeting in aid of the Cincinnati Southern Railway has been held in Danville, Kentucky, adopting resolutions asking for a Congressional charter. Six thousand would ask for Congressional action. The Lexington delegation to Washington left last night. A. Grann, Chief Engineer of the road, goes to-night.

ANOTHER CHANCE FOR YOUNGSTOWN.

The Youngstown *Register* of yesterday says: We are informed that responsible parties from the East have been inspecting the railroad routes from this city to the lake, and have consulted their investigations by making offers of $100,000 per mile for the construction of at least one new road to the lake. Two gentlemen, connected with a large Eastern company capital, have offered to build, stock and run the road from this city to Painesville, provided the furnish one-third of the amount. Hence the necessation of two hundred thousand tons of through freight per year at the lake ports, at two dollars per ton. We are informed that a similar offer has been made to Akron, by the Akron, Bedford Road also. The offers are of a nature most advantageous to the valley. There has not been a year for six years past when from forty to five times this amount of freight has not been moved over the Mahoning route as the business of these ports. Fifty per cent. greater than the proposed rates. The proposed arrangement would be a saving to the shipper according to the coal and iron interests of this valley, of not less than $250,000 a year, and would beyond all measure add to the prosperity of the valley, in the line of wealth and industry in our valley. We are glad to announce that the movement of capitalists are now in the East in consultation with the capitalists who make this offer. We hope that their labors will give us a new railroad to the base by next fall.

MISCELLANEOUS.

—It is reported that the Pennsylvania Railroad is making an application for the furniture was sacred and Wilkesbarre Railroad for a term of years.

—The Ohio and Mississippi Railroad Company have contracted with the Baldwin locomotive works in Philadelphia, to build eight locomotives, at a cost of $10,200 each, making a total of $108,000. The contract provides that after a given date one engine shall be completed every day and a half, which is the company's agent in Cincinnati, where the cash will be paid down for the same. There is room in the western country for a locomotive factory, and to do the bulk of the railroad interests of the country is centered in the great west.

—European Turkey is to be covered with a network of railways. The total length of line in contemplation is about 1,000 miles, and the route selected, with the exception of a short line in Servia, has already been approved by the Porte. Surveys of half this entire line have been made and reported forward. The directors, after due deliberation, have decided on the contract system of work in preference to that by departments, for which plans and contracts have been entered into. One line of over 150 miles is to connect Salonica with Adrianople. Another will run from Salonica, through Macedonia, and terminate at Uesup, in Western Bulgaria. The total length is 156 miles. A line of 100 miles, nearly 100 miles in length will extend from Adrianople, through Philippopolis, and near the Servian frontier. A short line of about seventy miles, running from Salonica to Monastir, is intended to connect the Turkish and Austrian lines, it is hoped will be completed shortly.

—The Chambersburg *Repository* says: The Southern Pennsylvania Railroad, now in process of construction from the Cumberland Valley Road at Mason to Mercersburg, Franklin county, has brought suits against a number of subscribers to the capital stock of the road who refuse to pay the subscriptions on the ground, we believe, that the company has violated their contract with them. They have refused to pay on the advice of legal counsel, and the question they complain of is likely to be determined by a court and jury soon. The plaintiff's attorneys live in the neighborhood of Mercersburg and Upton.

—A meeting will be held at Waynesburg, Chester county, on the 18th instant, for the purpose of cooperating in the work of extending the East Brandywine and Waynesburg Railroad to New Holland, with a view of making a line of connection with the Reading and Columbia Railroad for the Pennsylvania Central.

—The Union and Titusville Railroad was formally opened on Wednesday.

Large and enthusiastic meetings have recently been held at Mahaney City and Ashland, in furtherance of the project of dividing Schuylkill county. The local papers of the places mentioned are waging a fierce war of words as to which shall be the county seat of the new county.

SECOND EDITION.

WASHINGTON.

Veto Message from the President.

A Big Job Nipped Thereby—The House to Give Another Hour Daily to Work—Vote in the House on the West Point Resolutions—The Joint High Commission—Favorable Report on the Southern Pacific Railroad Bill—No Appropriations for New Public Buildings this Session, &c., &c.

Special Dispatch to the Commercial.

WASHINGTON, D. C., February 16, 1871.

A Veto.

The President's veto of the joint resolution passed by Congress some time since, granting relief to contractors who had constructed vessels of war and steam machinery during the rebellion, was sustained in the Senate to-day almost unanimously, there being but two votes in the negative. The President's objection to this joint resolution, as stated in his message, was the last clause, which repealed the act of March 2, 1867, and which conferred upon the Court of Claims power to make allowance in favor of any such parties for any advance in the price of labor or material, unless such advance could not have been avoided by the exercise of ordinary prudence and diligence on the part of the contractor. Mr. Nye then submitted the same resolution with this clause stricken out, with the assertion that the President would sign it in this form, and undertook to put it on its passage; but Wilson objecting, the resolution was assigned to its place on the calendar. Many of the claimants under this resolution are now in the city. They say their desire is only to get their claims for losses caused by the changes in construction made by order of the Navy Department and not in accordance with the specifications before some competent adjudicating body. They claim that the naval commission once authorized to adjudicate on their claims was not much more interested in covering up the incompetent plans of the Department than in doing injustice to the sufferers on account of the mistakes, and that they had no fair opportunity of exhibiting and explaining their statements. Whether it will be possible at this stage of business in Congress to get the new resolution through both houses, cannot now be determined.

More Hours for Work.

The House, admonished by the experience of last night that evening sessions are not disliked to be prolonged, and that they enable the House more time to business, resolved to-day to meet on Saturday and thereafter during the session at eleven o'clock A. M., and adjourn at four. Very likely another attempt to have evening sessions will be made soon.

The West Point Troubles.

After the morning hour to-day, the West Point troubles were taken up, and the resolution last reported ordered when the subject was last before the House. Mr. Asper being entitled to an hour, gave away all his time to members who desired to speak, and at the end of the hour the judge of the court of claims substitute, which was much milder in its censure and its penalties than the resolutions of the committee, was rejected, 97 to 111. The amendment of Mr. Judge, requiring the Secretary of War to report to the House all information received by the Department in relation to the conduct of the officers of the Academy by a court of inquiry was adopted, and then the resolutions of the committee were passed.

The Joint High Commission.

There is no question but that the present expectation and intention in official circles are that the Joint High Commission of the Committee on the West Point Academy troubles.

At the close of an hour's debate, the House proceeded to the consideration of the bill reported and offered by Mr. BUTLER, of Massachusetts to substitute for the appointment of cadets by Congressmen, that of abolishing the expulsion of the ring leaders of the first class, and court martialing the rest, a resolution declaring that the Superintendent and officers are now in the East in consultation with the capitalists who make this offer. We hope that their labors will give us a new railroad to the base by next fall.

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The Daily Commercial.

FRIDAY, FEBRUARY 17, 1871.

THE State Senate yesterday refused to recede from its action on the Fee Bill. The next struggle by the opponents of Reform will be to procure a Committee of Conference that will perpetuate the disagreement by the House, and thus cause nothing to be done. Go ahead, gentlemen, you have already more than half convinced those who doubted last fall that the COMMERCIAL was right.

IF Pittsburgh does not finally have a park worthy of a city of its importance, it will not be from a lack of agitation. In our Harrisburg news this morning is given the abstract of the bill incorporating the Allegheny Park Company, which, on its face appears to be a thing of earnestness and magnitude. One thing is in its favor; it is a private speculation for public as well as private benefit, which idea is fully equal in merit to a public speculation for private benefit.

COMMODORE VANDERBILT is a man of great forecast, iron will and giant energy. Since his assumption of the management of the Harlem and Hudson Roads he has, by a wonderful process of alchemy, transmuted those stocks into extraordinary dividend-paying securities. Let him try, now, whether his thaumaturgical power is equal to the task of bringing back to life the murdered victims whom his financial skill the other day sent to their account "with all their imperfections on their head." Will "watered" stock wash clean a bloody hand? "Not all the multitudinous seas incarnadined"—nounced Lady MACBETH. But what does the Commodore say?

A CORRESPONDENT of the New York *Tribune* asserts that railroad companies (he should have named them) are in the habit of buying axles of inferior iron to save cost. This, if true, is a startling fact, and adds force to the demand for protection by the public against such recklessness and parsimony. There is some danger of making too sweeping charges of this kind. Certain we are that it cannot with truth be made against all railroads, and it should be borne in mind also that axles made of the very best of iron have been known to break, a fact which does not, however, excuse the use of axles made of inferior iron for economy's sake. In view of the perils to which the public is exposed, it seems reasonable that the public should have special means for securing its safety. There are boiler inspectors to insure safety on rivers, bank inspectors to insure safety in business, and why not inspectors of railroads and railroad equipments, to insure safety on the rails?

THROUGH private letters from England we learn that the distress among the poorer classes in consequence of the severity of the winter is of a very extreme character. The unusually early and heavy frosts threw thousands of laborers out of employment, many of whom, it is said, were reduced to the actual starvation. In London and all the principal towns the sufferings of these poor people are described as being lamentable. We admire the generosity which prompted England's recent liberal gifts to famished Paris, but have not her own children who sit helpless in their cheerless homes and die, an equal claim upon her sympathies? Is it any marvel that an ominous murmur should run greatening across the land, when the cry of the poor for bread is met and mocked by a demand of royalty for newer marriage dowries and pensions? "Meet, it is, Nekatel, upharsin." And yet the foolish masqueraders mask on.

ARE the exigencies of party so strong that honorable journalists must needs supercede candid frank and manly criticism by despicable insinuation and innendo? It is quite possible that we may have had wiser Presidents than General GRANT, but are not cognizant of anything in his character or career which legitimatizes the incessantly reiterated charges of avarice and favoritism alleged against him by the opposition press. Certain gentlemen who admired General GRANT, and valued the services which he has rendered his country, have at different times presented him with various testimonials of their esteem—tributes of friendship perfectly proper for them to offer and for him to accept. Has he in any wise justly forfeited the confidence of the country by such acceptance? And does it follow that if, in his selection of persons for public office, he should choose from among the men whom he knew and trusted, the office must have been given as *a quid pro quo*—as one consideration for another? Is this constant carping against a man who has at least shown himself to be capable, honest, and in full sympathy with the best spirit, and highest aims of the country, compatible with the dignity and candor of even a hostile press? The quickest susceptibility to vicious impressions is sometimes cloaked under the severest form of verbal austerity. Is it not so, gentlemen? Was it not by his fig-leaves ADAM was betrayed?

A CHAPTER ON STIMULI.

A quaint genius who in a grotesque and homely way has uttered a good many important truths, says: "If you want to reform a tippler you must begin upon his grandmother." Spite of the apparent ludicrousness of this statement a profound philosophy underlies it. The child is father of the man. The tendencies and predispositions of the parent are projected into the fundamental structure and organization of the offspring. The characters of men and women are in a very large degree the result of causes antecedent to their own existence, and over which they can exert no control. Many a man, like Lord BYRON and EDGAR ALLEN POE, with exquisite perceptions of moral truth and beauty, has been cursed with a latent madness in the blood which, derived from his progenitors, has goaded him onward in paths utterly foreign and repugnant to his normal instincts. There is such a disease as paralysis of the will. It is possible that a man "may know the right and yet the wrong pursue," from sheer inability to gather up the forces of his conscience and set them over in effective opposition to his hounding appetites and passions. Neither BURNS nor COLERIDGE was a man of sensual build. And yet the one rioted in convivial grossness, the other in a more solitary indulgence hardly less ruinous. What a pitcous wail sometimes arises out from the centre of their joyous song—the protest of the higher nature against the domination of the enfettering flesh. The realms of Art, Literature, Science and Philosophy are scattered broadcast with instances of a similar painful character. A few months ago one of the most gifted of our younger poets and essayists—FITZ HUGH LUDLOW—died in his early prime, discrowned and overthrown by that curse.

Nor does the curse of indulgence end even here. It brings a physical not less than a moral and intellectual retribution. Throughout all Christendom there is a tendency to physical degeneration. The European war having naturally attracted the attention of scholars and philosophers to the subject of the physical qualities of the men who compose the armies of the different nations, it has been found that for many years past there has been a gradual reduction of the regulation height required for recruits, accompanied with other modifications arising out of the physical deterioration of the people. The pigmy stature of the French troops has been a thousand times commented on during the progress of the war, and when it is remembered that the conscripts are always taller than the average population, the fact possesses a singular significance. The Saxon soldiery are said to be not only small, but also weak and bow-legged. In a certain district in England the average stature of the men being five feet seven inches, it was remarked on as being an extraordinary height. The whole population of Sweden is said to be becoming more and more diminutive.

In the United States, the growing decadence of physical strength is patent to all observers. Doubtless other causes than that of the excessive use of alcoholic stimulants enter into this result. Our haste, our hurry, our mania for speculation, our rash politics and still more reckless fashion help, doubtless, to produce the general effect; but it is beyond question that the chief agent is the intemperate use of intoxicating liquors. The worst woe of it all is that every successive generation is saddled not alone with its *own* mischiefs, but also with the evils of *every generation* which preceded it. And so the terrific Voice which was heard first on olden Sinai still sounds along the centuries, uttering the Absolute Imperatives to our restless race not less than to the Jews. Of alcoholic poisoning, DR. ELAM, a distinguished physician and scientist who has brought to the subject the study of years, says:

> "Four intoxication lasts a few hours, and *debilitates* a few days or perhaps weeks, the true chronic alcoholism *spreads* its baneful influence over years, if the constitution be originally strong enough to last out the effects so long. *If this, however, it is, would be comparatively of trifling importance, but the punishment descend only on the individual concerned, and terminate there.* Unfortunately, this is not so, for there is no phase of humanity in which hereditary influence is so marked or characteristic as in this. The children unquestionably do suffer from the sins of the parent, even unto the third generation. *And thus the evil spreads from the individual to the family, from family to community, and to the population at large*, which is endangered in its highest interests by the presence and contact of a 'mental vanity' in its midst."

This has a terrible significance. There is no doubt that the social and intellectual powers of society are being impaired, nor that new maladies are springing up to afflict the public health, nor that the statistics of crime and insanity are increasing in a greater proportion than can be accounted for by increased population. The past results of penal legislation in regard to the liquor traffic have not made its sanguine as to the power of statutory enactments to grapple and solve the question; but grappled it must be, in some way. Upon the lives and mothers of the country rest a most grave responsibility. Not until they have lifted themselves above that abnormal craving for stimuli which is the bane of the age, can they expect their children to be free from the downward-dragging fascination. JOHN BILLINGS spoke true: "If you want to reform a tippler you must begin upon his grandmother."

THE INTENTION AND THE ACT.

Pledges Before, and Votes After Election.

On the 5th of October last, when the "regular" Legislative candidates were before the people for their suffrages, and when they had voluntarily pledged themselves to carry out the measures to which the "reform" candidates stood pledged, the Pittsburgh *Gazette*, in publishing those pledges, introduced the letters and indorsed the sentiments in the following language:

[From the Pittsburgh Gazette, October 5, 1870.]

Our Candidates—How They Stand on Reform.

We commend to our readers the following communications, pledging the candidates to support in letter and spirit the resolutions of our Republican Convention. Every one of them is plain, and there is no evasion of the points. Those resolutions were all in the form of pledges, and all the party, and without endangering its unity. When men place themselves on such platforms, no conflict of their interests can only arise through some personal vindictiveness that has not the slightest reform about it.

The *Gazette* now proceeds to judge of these same men—taking their *acts* as evidence of their *intentions*—in the following plain language:

[From the Pittsburgh Gazette, February 16, 1871.]

Fee Bill.

Our telegrams from Harrisburg settle the question of the responsibility for the defeat of the Fee bill. The responsible for the defeat of the Fee bill. The vote of fifteen Republicans in the Senate is conclusive. *In no sense that can be given, as avoiding the plain duty, did the Democratic vote defeat the bill.* But this vote throws responsibility for the non-passage of the bill at the door of Mr. MORGAN. She is in every respect a seaworthy ship, and has powerful machinery and new patent wheels, which says Mr. Hoby, are the best he ever saw. He predicts for her a popularity equal to that attained by her consort, the *Josephine*, which has honorably won the title of "the Queen of the Atlantic." The *Whitney* will join her on the route between Brashear City and Galveston.—*Wilmington Commercial, Monday.*

We have taken the above items that in the beginning of the present century, when only wooden seagoing vessels were in use, Pittsburgh was a successful competitor with the seaboard towns in building them, both for use by the builders, and *for sale*.

That within the short term of the single week we have noted, in 1804, a ship, a brig, two merchant schooners and one war schooner were launched or set sail for New Orleans from Pittsburgh. That one at least of the old competitors of Pittsburgh in building wooden seagoing craft, is engaged in the successful construction of iron vessels for the gulf and ocean markets. We know that Pittsburgh is the great iron manufacturing center of the United States, and that in her capabilities for the production of iron and steel, and the construction of iron hulls and steamers she has no equal. She is to-day as far ahead of Wilmington in this particular as were the oak-crowned hills o' the Allegheny superior to the cleared flats of Delaware, for the production of ship timber, seventy-six years ago. And these considerations suggest the question: Why is not Pittsburgh to-day—what she ought to be, and we hope will be—the chief city of the United States for the construction of iron sea-going vessels?

The answer is plain. The successful use of iron in ship building is comparatively recent, and not being upon the seaboard, we have not had in actual sight the great ocean commerce—the fleets of foreign going ships, and the seven seas of customers to tempt us to share the harvest of wealth which is to be reaped in the process of supplying the natural increase, and substituting the worn out and lost with vessels of iron. In the multiplicity of our home industries we have not been forced as yet to look abroad for work to do. If individuals among us have seen and thought of the mine of wealth capable of being developed in this industry, they shrink from it on account of the large capital it would probably require, and the lack of which might result in failure.

Pittsburgh enterprises, unlike those of similar magnitude in other places, are almost all the work of individuals or firms. Only within the last few years have the citizens discovered the advantages of associating in corporations for manufacturing. To our mind these answers to the question are satisfactory as to the past and instructive as to the future. Although we do not see ocean fleets in our harbor, we can no longer say with the Psalmist, "We see not our tokens"—in the face of our own knowledge and the works done upon the Clyde and the Mersey—resist the conviction that the demand for iron vessels will be for years almost unlimited. We know that, however successful in our present industries, Pittsburgh dare not and must not stand still. Other cities are struggling to add to themselves new elements of progress; and advantages which apathy may lose for us, energy will gain for them. We know that the few manufacturing enterprises established here by associated capital are eminently successful. We know that anything attempted in iron, that can *live* elsewhere in America, will *thrive* in Pittsburgh; and we know that for any associated enterprise our manufacturers and business men may choose to undertake, they have capital, ability and energy unlimited.

With a few of our best men at the head of it a company can be organized and a charter procured, to construct iron ships and river steamers. The capital should be not less than half a million—only so much to be paid in as shall be found necessary—and with the right to increase to a million. The business should not be confined to building or orders, but should be continuous. The vessels not ordered could be laden for New Orleans with a profitable freight, and will there, or at **New York**, find ready sale, as in the days when the TARASCONS, O'HARA, HOOPES and others carried on a similar business in wooden ships and schooners. A man of the highest business ability should be placed at the head, and experts should be brought from the Clyde, or wherever the best could be obtained. For the construction of river craft our own Pittsburgh mechanics cannot be excelled. And as to the precise location of the works anywhere within ten miles would do, but nowhere seems so perfectly adapted to the purpose as the long strip of land on the South Side, opposite to the Point, which, if we are rightly informed, has the required depth of water in front of it.

We believe this can be done. We have suggested how it may be done; we know it ought to be done, and we hope our business men and capitalists will do it. If undertaken by the right men, the stock will be in demand.

WHO IS "MR. SMITH?"

We can imagine a thousand people ready to answer the above question by the inquiry whether it is the ubiquitous *"John."* We do not know, but the man we are after is "MR. SMITH, of Philadelphia," who objects in the House of Representatives that "it is unfair to cut down an officer elected under existing laws," and that "it is *unjust*" even though the officer himself might have agreed to it."

MR. SMITH is decidedly *conservative* of existing abuses. Reform may be a good thing, always provided it does not interfere with the officers themselves, who are by all means to be looked after in the first place, on the principle that the *office* is for the *man*, and not after the antiquated notion, that it is but a trust from the *people*. Whether MR. SMITH has belonged to "the row" and picked up his political ethics there, or aspires to fill a place in it hereafter, we do not know. It is clear, however, that his opinions will find an echo there. We doubt whether there is a man in the Commission who will not, on hearing of his speech, be ready to exclaim with SHYLOCK:

> "O, wise judge! Oh, excellent young man!
> How much more elder art thou than thy looks!"

But it is not only, in the estimation of the aforesaid "MR. SMITH," *unfair* to cut down an officer, but absolutely *unjust* to allow him even to consent to it. And though of course either upon the ground of duress *per minas*—as the lawyers say—or because it is of evil example to tolerate such moderation on the part of an officeholder, who is bound by no contract, and ought not to be permitted to barter away the rights of the Bar, unfortunate man! Thank Heaven the days are past in which the poets starved while they sung. Whatever faults may justly be laid at the doors of the present age, neglect of genius has certainly no place among them. Whether the public appreciation be wholly of an aesthetic character—entirely in the interest of the beautiful and true—we do not pretend to say. Possibly a faint tinge of the spirit of "patronage"—a slight infusion of the curious pride which in by-gone days led lordly dunces to include a minstrel in the list of their retainers, and in more modern times enabled the daughter of a certain famous manufacturer of blacking to exclaim, by way of summary disposal of any doubts as to her gentility, "my father keeps a poet"—possibly, we say, something of such a spirit may underlie the triangular contest between Chicago, New York and Boston for the possession of MR. BRET HARTE, the gifted humorist and story-teller, late of California and the Overland Monthly. But whether the struggle for his capture springs alone from admiration of his genius and respect for his personal character, or whether there be mingled with it a certain alloy of utilitarian selfishness, it is none the less interesting and exciting. One day we are informed that Chicago is the lucky city, and that BRET has made definite arrangements to assume control of her principal literary magazine; but just as we are congratulating Chicago on her unwonted possession of a man who is at once a poet and a genius, lo! we learn that he has surrendered to the blandishments of the Hub and in the middle of our marvel as to what Boston—already top-heavy with intellectual greatness—can want with him—we are mystified with the announcement that he is already under contract with the HARPERS for a series of poems.

We are unfeignedly glad to know that MR. HARTE is so highly appreciated. It is alike honorable to himself and creditable to the contending rivals. But if we might venture to offer a single word of advice—in the kindest spirit and with the fullest recognition of his genius—we should say to him, BRET, accept neither of these offers, but return to the decident whence you came. You have made a mistake; one very natural, but not the less real. You are a man of genius; not of thoughtfulness and talent merely, but of spiritual insight and faculty, and the great gift of song. You belong to the west. The inspiration of its scenery and of the characteristics of its people have entered into you and become a part of you. Your genius is in a sense the genius *loci*. You are as modest and unassuming as you are filled with the wine of poetry, and you have nothing in common with the scholasticism and conventionalism of the east. The great mountains that unto you, *Bret*; and the company of the rude miners, and the people of Poverty Flat, California needs you. Boston does not. The deep unread meanings of the dumb West lie "an open secret" to you. You alone of all our sons of utterance are their sufficient voice. Go back and be to them their interpreter. They nurtured your young broodings. They gave your Imagination suck. Of them, you should be among them. It is your duty, *Bret*. It is your necessity, also.

This is what we should say.

THE advantage of the careful use of money is exhibited in the Washington Monument Fund of the Society of the Cincinnati of Pennsylvania. The entire fund originally subscribed was $5,000, and in fifty years by judicious investment and reinvestment it has come to be $20,000. When the sum reaches $100,000, the Society will build its proposed monument. In this country the growing power of special legislation is to be invoked against this treasured fund, and the Society that has given and guarded this money is surprised to hear of a bill introduced into the State Legislature to change the title of the Washington Monument Association of the First School District of Pennsylvania to the Philadelphia Monumental Association, and investing them with power to select sites and erect monuments and memorials to distinguished Americans in any park, square or street in the city, and also to institute suits for the recovery of all moneys in the hands of any other, wise in Philadelphia for a monument to Washington."

THE difficulties experienced this winter from an inadequate supply of coal suggests the necessity for opening up other sources of supply besides Pittsburgh. The whole of Central Alabama is full of coal measures, located convenient to water transportation. The Coosa and Cahawba rivers water sections abounding with the finest bituminous coal, which was very made during the war by the Confederate government established the Selma Iron Works, which had extensive facilities, easily accessible, which contained 62,000,000 tons of coal. Why cannot these coal fields assist in supplying our wants?—*New Orleans Picayune.*

Pittsburgh has no objection to offer to the development of the Southern coal fields, but would suggest that the necessity is not so great as is represented to be. Let New Orleans and Memphis and the people on the lower rivers instruct their Representatives in Congress to vote for removing all obstructions from the rivers, and then you can get enough coal from Pittsburgh and at prices to suit you.

WE believe it will pay the United States to bring into play such influence as it enjoys in the Ontario Legislature, toward having that province make most liberal efforts to encourage immigration to Canada. All experience shows that immigrants to Canada soon leave the Dominion to become settlers in the United States.

LAW SCHOOLS.

Our purpose is simply to state a few facts about these schools, to correct some of the erroneous opinions entertained concerning them, saying, at the same time, that their value to most persons is apparent, that we shall decline to enter into any discussion in regard to them.

There are in the United States twenty-eight law schools with ninety-nine professors and 1,458 students. The qualifications necessary for admission to them or for the degree of LL. B., and the advantages afforded by them greatly differ. However, the oldest, founded in 1817, has now 156 students, seven professors and 1,636 alumni. No examination is required for admission to this school or for the degree of LL. B. Attendance on the two courses of lectures is all that is demanded; hence the necessity for an examination of its graduates before their admission to practice in the courts of that State or any other state. A graduate of the Law School in Albany, New York, is entitled, "by an act of the Legislature, without further examination, to be admitted to practice as attorney and counsellor at law in all the courts of this State." "He must be twenty-one years of age; must sustain a good moral character, and must have attended three full terms of the law school—only thirty-eight weeks in all." He must, in addition, have "satisfactory examinations during the different terms; must have faithfully performed all the exercises assigned to him, and have prepared and read before the class and the faculty a dissertation on some legal subject written by himself." The examinations for the diplomas are far more complete and thorough than those on which students are ordinarily admitted" to practice. The laws of New York require no specified time of study. The Bar has been taken by storm. Students are required to pass no examination for admission to this school. The Law School of Columbia College, New York, enjoys the same privileges, as to the degree, as the one in Albany. In the law department of the University of Pennsylvania, the only Law School in operation in our State was founded in 1850, and according to the report of the Secretary of the Board of Trustees, "the practical result, probably, of the narrow policy pursued in relation to such schools by the Courts. Students go to other States to attend lectures. Two years' study in this school, the same as in a lawyer's office, are required for admission to practice in the Courts. The Law Department of Michigan University, nine years younger than the one above named, has four professors and the diploma admits to practice in all the Courts of the State. The same rule as to admission to practice in the Courts, exists in the District of Columbia, Iowa, Wisconsin, Western Tennessee and many other States. The further privilege is presented to the students of these schools of access to the best libraries where they are located, that of the Library of the Congress, at Washington, and in Washington to the Congressional Library, to the three Law Schools in the District of Columbia.

The Law School proposed by the Trustees of "The Western University of Pennsylvania" makes as a prerequisite admission an examination in the branches of a thorough English education, especially in history, and a good knowledge of the Latin language. Two years' study are demanded, and attendance on the lectures, recitations and moot courts of two terms, embracing a period of sixty-eight weeks. At the completion of the course candidates for a degree will be subject to examination, and for admission to practice in the courts of the county it was proposed that the examination should be satisfactory to the lecturers who are to be present at the recitations daily. To afford encouragement to the school in its infancy, avoid a difficulty which presented itself, and to place it on an equality, as to admission to the courts, with nearly all the law schools in the United States, and especially as it had no endowment it was asked that graduates might be admitted in the courts of the county on one of four years' study instead of two, provided the applicant has not, so far as we know, been given. A hearing was had before the Court, and the matter was then referred to the Law Association, whose sessions are secret, for a decision. Here was a hearing before one party and a decision by another, before whom only the evidence of of one side could be really brought. This association, too, attended by only a small part of the Bar, unfortunately for them, and for the Bar, by a majority of members active and acknowledged opponents to the School, who used all their influence to defeat it, and so far have succeeded and rejoice in it. The subject was now fully before the Court for decision. Among the many evidences of the truth of this statement, we may state that a prominent member said, the trustees of the Western University declined to have the examination in the elements of arts and of science admitted to practice in the courts on their diplomas. To all of them at least, two years' study, and attendance on two courses of the daily recitations and lectures, and the different plans proposed for the examinations at the close of the course, were not known. Further proof of this is shown in the report of the committee appointed by the association. Could the subject have been fairly stated to the Bar, we have not a doubt that there would have been a decision in its favor. Many of the older and most able members of the Bar have expressed themselves favorable to the rule asked, without which our professors would not serve for an examination of its graduates before their admission to practice in the courts of that State or any other state. A graduate of the Law School in Albany, New York, is entitled, "by an act of the Legislature, without further examination, to be admitted to practice as attorney and counsellor at law in all the courts of this State." "He must be twenty-one years of age; must sustain a good moral character, and must have attended three full terms of the law school—only thirty-eight weeks in all." He must, in addition, have "satisfactory examinations during the different terms; must have faithfully performed all the exercises assigned to him, and have prepared and read before the class and the faculty a dissertation on some legal subject written by himself." The examinations for the diplomas are far more complete and thorough than those on which students are ordinarily admitted" to practice. The laws of New York require no specified time of study. The Bar has been taken by storm. Students are required to pass no examination for admission to this school. The Law School of Columbia College, New York, enjoys the same privileges, as to the degree, as the one in Albany. In the law department of the University of Pennsylvania, the only Law School in operation in our State was founded in 1850, and according to the report of the Secretary of the Board of Trustees, "the practical result, probably, of the narrow policy pursued in relation to such schools by the Courts. Students go to other States to attend lectures. Two years' study in this school, the same as in a lawyer's office, are required for admission to practice in the Courts. The Law Department of Michigan University, nine years younger than the one above named, has four professors and the diploma admits to practice in all the Courts of the State. The same rule as to admission to practice in the Courts, exists in the District of Columbia, Iowa, Wisconsin, Western Tennessee and many other States. The further privilege is presented to the students of these schools of access to the best libraries where they are located, that of the Library of the Congress, at Washington, and in Washington to the Congressional Library, to the three Law Schools in the District of Columbia.

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FINANCE AND TRADE

THURSDAY EVENING, February 16, 1871.

The Secretary of the Treasury has sent circulars to the National Banks of the principal cities requesting them to act as agents for the new Government loan, comprising the three series, 5, 6's and 4 per cent. bonds. The banks have the option of acting in such capacity or not, but, as the circular of the Secretary says, "it is the desire of the Department that they should do so, and as the banks themselves should be glad of an opportunity to test the question of whether subscriptions will be made to a loan at par in gold when the bonds of the same Government bearing a higher rate of interest can be bought below par, they will, of course, accept the agency, and at once set National Bank in the country people can now subscribe for the new bonds. The circular of the Secretary offers the banks a commission of one-fourth of one per cent. The not unattractive, the loan being offered for cash, and payment of any commission—in fact, it may, in one sense, be said to prohibit commission or rebate or reduction of any kind, because, unlike the six per cent. bonds, it is provided that those bonds shall not be sold for less than par in gold. But the responsibility is, says the Secretary, that the commission accounts to be settled with the banks will not be very extensive. We have pointed out before that, notwithstanding the act of Congress prohibits the sale of those bonds below par, it does not preclude the purchase of certificates of them for less. Any one who prefers a five per cent. or a four per cent. bond to one bearing six per cent. can get the former by buying 5-20s at their present market price and exchanging them for the new bonds. The 5-20s of 1865, for instance, which pay 5 per cent. in gold, and cannot be called in under any circumstances before July, 1870, and will continue to do all gentlemen not be called in until 1880—can be bought for 99c. in gold. To-day, that figure is the equivalent of 5 per cent. Should the financial stability or voluntarily exchange it for a 5 per cent., but this is not to be taken as to think the people will accept the etc.

"A reader" who is not conversant with the slang of Wall street, requests me to explain the meaning of "puts" and "calls" in regard to which they are so much interested. A set of large forgeries in New York just now. This may be briefly stated as follows:

A, who is a bull on some particular stock, let us say Northwestern, wishes to show his confidence that there will be no decline in the price, so he says to B, who is a bear, and who is predicting that it will decline: "Give me $10 on $100, per any certain specified time, and I will give you the privilege of 'selling' me shares to me at, say, 25 for common stock, at any time during the next month." If B accepts this offer, and pays the money, and the stock declines to 74, he may buy at the market and deliver to A at 75, making a profit of, say, $500, less the amount paid for the "put," but if the price does not decline, he simply loses the money paid for the "put." On the other hand, B may be so confident that the bulls will put the price up to 100 or above the price of the stock, that he says to A: "Give me $500, and I will give you the privilege of calling on me any time within a month for 500 shares of North-western at, say 75." If A accepts, and the price goes up to 80, he would make $1,500, less the $500 paid for the "call." If the price does not go up, he would simply lose the $500 paid. The transactions mentioned by a correspondent are, we presume, forged receipts showing the payment of sums for those "puts" and "calls," and the "puts" and "calls" of course are sometimes sold on the Chicago Board of Trade, but have never been as popular as the mode of "lighting the tiger" as the other option trades.

—The activity in the United States bonds since the armistice between Germany and France has attracted attention in the amount of American securities held abroad. From the most reliable of the money tables published, it appears that the export of our securities, generally, since the war, has amounted in the five years ending with July, 1870, to the value of eight millions in gold—an average of $1,600,000 a year, or a shade over three millions gold weekly. This estimate is probably much below rather than over the truth; for those figures are corroborated by tables on the opposite page, which show movement for those five years at thirty to forty millions sterling annually. But for the outbreak of the war between France and Germany, the movement made fair to go on, as state stocks and railroad bonds made their appearance on the list laid of 1870, alongside of United States bonds.

—Messrs. Ira B. McVay & Co. report the following quotations of Government bonds in New York to-day, as furnished them by their New York correspondents:

	Morning.	Noon.	Closing.
U. S. Bonds of 1881	114	114	114½
U. S. Bonds of 1862	113½	113½	114
U. S. Bonds of 1864	113½	113½	113½
U. S. Bonds of 1865	113½	113½	113½
U. S. Bonds of 1865 (new)	109½	109½	109½
U. S. Bonds of 1867	113½	113½	113½
U. S. Bonds of 1868	113½	113½	113½
Gold	111½	111½	111½

James T. Brady & Co., corner of Fourth avenue and Wood street, quote United States securities in New York to-day as follows:

United States 6s of 1881	114
United States 5-20s of 1862	113½
United States 5-20s of 1864	113½
United States 5-20s of 1865	113½
United States 10-40s	109½
United States 5-20s, January and July, 1865	113½
United States 5-20s, January and July, 1867	113½
United States 5-20s, January and July, 1868	113½
United Pacific Railroad	94½
Central Pacific Railroad	94½
Currency 6s	113½

—The decline in gold to 111 is without explanation further than a report that the United States Treasurer yesterday secretly sold $1,500,000 to $1,500,000, the account interest on the bonds held by the Treasury on account of the Sinking Fund. The "gold" secretly made up to "bull" the market, continue buyers and are hoping to get a large "short" interest in preparation to another attempt at an advance. The rates paid for carrying gold do not indicate an active borrowing demand for use on speculative sales.

—The New York *Herald* of yesterday says: The stock market was devoid of important fluctuation, and while, strictly speaking, irregular in price, was in general steady. Rock Island and Ohio and Mississippi were "off," and Northwestern preferred and Pacific Mail "up." The speculative brokers found it slow and patient work to take a quarter per cent. out of the market either way, except in the specialties just named. Pacific Mail touched 44¾ on the revival of the old Congressional proposition to transfer the company an increased subsidy, the matter coming up this time in the form of amendment to the Postoffice appropriation bill. The new Erie mortgage has proved a sell-out scheme, and the stock has fallen back into the old rut of dullness.

The earnings of the Cleveland and Pittsburgh Railroad during the month of January were $146,917 against $148,869 last year—a decrease of $1,915.

The earnings of the St. Louis and Iron Mountain Railroad during the first week in February were $16,467, against $23,995 in 1870—an increase of $3,472.

—The following table, made up from dispatches received at J. W. Kennedy's Stock Rooms, Apollo building, No. 90 Fourth avenue, shows the prices of Railway Stocks, Gold, etc., at the various sessions of the New York Stock Exchange during the day:

February 16, 1871.	10 A. M.	11 A. M.	12 M.	1 P. M.	2 P. M.	3 P. M.
C. & N.	94½	94½	94½	94½	94½	94½
Chi. Surp.	87½	87½	87½	87½	87½	87½
Erie	22	22	22	22	22	22
Reading	98½	98½	98½	98½	98½	98½
Harlem	131	131	131	131	131	131
Mich. Cent.	94½	94½	94½	94½	94½	94½
Lake Shore	94½	94½	94	94	94	94
Cleve. & Pitts.	90	90	90	90	90	90
Cleve. & Pitts.	88½	88½	88½	88½	88½	88½
Ft. W. & Chi.	86½	86½	86½	86½	86½	86½
Rock Island	98½	98½	98½	98½	98½	98½
Ft. W. & Chi.	86½	86½	86½	86½	86½	86½
Toledo & Wabash	39	39	39	39	39	39
Do. pref.	68	68	68	68	68	68
Fort Wayne	86½	86½	86½	86½	86½	86½
Ohio & Miss.	30½	30½	30½	30½	30½	30½
Chic. & Alton	94	94	94	94	94	94
Do. pref.	98	98	98	98	98	98
R. I. & P.	98½	98½	98½	98½	98½	98½
N. J. Central	104	104	104	104	104	104
Canton	49	49	49	49	49	49
Pacific Mail	43½	43½	43½	43½	43½	43½
Quicksilver	43½	43½	43½	43½	43½	43½
Pacific Mail	43½	43½	43½	43½	43½	43½
Adams Express	67½	67½	67½	67½	67½	67½
Gold	111½	111½	111½	111½	111½	111½

A comparison between yesterday's and to-day's quotations shows the following changes:

	Yesterday.	To-day.	Adv.	Dec.
Central & Hudson	94½	94½		
Do. Scrip	90½	90½		
Erie	22	22		
Reading	98½	98½		
Lake Shore	94	94		
Cleveland & Pittsburgh	90	90		
Ft. Wayne & Southwestern	86½	86½		
Do. preferred	74½	74½		
Toledo & Wabash	39	39		
Do. preferred	76	76		
Fort Wayne	86½	86½		
Ohio and Mississippi	30½	30½		
Pacific Mail	43½	43½		
Adams Express	67½	67½		
Gold	111½	111½		

—Messrs. Bowen & Fox, brokers and members of the Philadelphia Stock Exchange, furnish the following quotations of the closing prices to-day of the most active stocks:

Pennsylvania Central	94½
Philadelphia and Erie	30½
Lehigh Navigation	43½
Catawissa preferred	32½
Oil Creek and Allegheny Railroad	60½
Lehigh Valley Railroad	63½
North Pennsylvania Railroad	112
Elmira and Amboy Railroad	16½
Schuylkill Navigation	16½
Reading	98½

—Jesse W. Kennedy, Broker, No. 90 Fourth avenue, (Apollo Building), dealer in Government, State and Municipal Bonds; Railroad, Bank, Insurance and Miscellaneous Stocks. Representative daily at the New York Stock Exchange, he buys and sells stocks as a broker for the same commission, and on the same liberal terms as the leading houses. Money to loan in sums of $500 and upwards on collateral or well indorsed paper, and on mortgages on city or Allegheny county real estate.

HORSE SHOES.

OFFICE OF PITTSBURGH COMMERCIAL, } Friday, February 17, 1871. }

The following are the current cash prices:

Horse shoes, ¾ keg	$ 5 25
Horse shoes, ¾ keg	5 00
Less than ¾ keg	5 50
Horse shoes, ½ keg	5 75
Horse shoes, ½ keg	6 00

PRODUCE AND GENERAL MARKETS.

OFFICE OF THE PITTSBURGH COMMERCIAL, } THURSDAY, February 16, 1871. }

REMARKS.—Since our last report there has been few changes in the markets. The horrid condition of the roads in the country has a tendency to keep away rural dealers, and even those of the city will scarce venture out, so disagreeable are the streets and sidewalks. But the change in the weather now setting in, and the streets shall not be dried up and pavements become clean and bright. The snow and ice are going off gradually, as yet having but little effect upon the volume of water in the rivers. But a rise is confidently anticipated by river men. As stated there has been few changes in the market since our last report, and those of such an unimportant character as not to call for special notice. Flour continues firm and unchanged in price, with ample stocks on hand and a fair local demand. Receipts since our last, 247 bbls. Grain still comes in freely and finds a ready market at quotations. Groceries remain firm, and an active trade is reported, coffees and sugars being most favorable. Bacon and provisions are unchanged in price, holders being firm in their views, being unwilling to make concessions to effect sales. The produce and local markets contain the usual abundant supply.

Below are the wholesale prices quotes otherwise noted:

APPLES.—The current prices were $4 00@4 50 ₱ bbl. choice selected $5 00 ₱ bbl. Receipts 442 bbls.

ASHES.—Pots, 6½@7c; pearls, 8½@9c ₱ lb. Sales 200 bbls. pearls, common, 61 per cent., 8½c; refined, 58 per cent., 8½@8½c; potash, 6½@7c; pearls, 9@9½c ₱ lb.

APPLE BUTTER.—The market is well supplied. We note sales 1 gal. buckets at $10 50 ₱ doz.; ½ gallon same lots.

BUCKWHEAT FLOUR.—The supply is heavy, and prices unchanged; sales at $3 ₱ cwt., $6 ₱ bbl.

BACON CURED.—Supply liberal, sales of 8,000lbs ₱ lb. BACON.—Sales of 10,000 lbs at 12½c for shoulders, 16c for sides, 18c for sugar cured.

BUTTER.—Market firm; sales at 30@35c ₱ lb.

BARLEY.—Market firm; sales at 80@85c ₱ bu.

BAKING POWDER.—Banner 1-lb cans, ₱ doz. $1 25; ½-lb cans, $2 25; 1-lb cans, $3 50; family cans, $6 00.

BEANS.—Market firm; sales at $2 00@2 25 ₱ bu.

BUCKWHEAT.—Market firm; sales at $2 50@2 75 ₱ bu.

BEANS LEAD.—Sales in a regular way at 10@c ₱ lb.

BACON AND PROVISIONS.—Trade quiet and prices are firm at the following figures: Shoulders plain, 10½c; sugar cured, 12c; Hamlin, Sykes, rubbed, 13½c; sugar cured, 14c. Breakfast bacon, 16½c. Hams plain, 16c; sugar cured, 17c. Mess pork, $20 00 ₱ bbl. Dried beef, 16c. Lard—Charter prime steam, 9½c; Cincinnati kettle rendered, 10½@11c.

CHEESE.—There is a fair demand, and we are reported sales of Western Reserve at 18c; Ohio Factory nothing; Ohio Goshen 19c; New York Goshen 19@20c; Sweitzer 16c ₱ lb. Receipts 104 lbs.

CORN MEAL.—Market well supplied; sales at 90 cents ₱ bushel.

CRANBERRIES.—Sackett's Bells berries $10 ₱ barrel; other varieties at $9 ₱ barrel.

CONCENTRATED LYE.—Pennsylvania $6 50; Philadelphia $6 75.

CANNED OIL.—Sales standard brands at 22½c to ₱ gal. Supply ample.

CANDLES.—Sales of Zanesville refinable at 23½c ₱ barrel. Phœnix refinable $1 50@2 75 ₱ barrel.

CANDLES.—Supply light; demand fair; sales at 9½c for sperm; 8½c for adamantine; 12½c for star.

COAL.—There is a fair supply in the market, with moderate inquiry. Prices unchanged.

CANNED GOODS.—Sales of Zanesville tomatoes at $3 ₱ barrel. Phœnix tomatoes $1 50@2 75 ₱ barrel.

CANDIES.—Supply light; demand fair; sales at 25c ₱ lb. for stick candy.

COAL.—There is a fair supply in the market, with moderate inquiry. Prices unchanged.

DRIED FRUIT.—There is still a good inquiry, and a fair amount of sales are reported at the following quotations, subject to choice halves, 10c; quarters, 9@9½c. Dried apples plenty and dull at 5c for sliced, and 3c for cored. Dried blackberries, 10c; pitted cherries 16c ₱ lb.; unpitted 8c.

EGGS.—Continue in abundant supply, with sales of strictly fresh at 25c ₱ dozen; preserved, 20c.

FOREIGN FRUITS.—We are reported sales currants in small way at 10@10½c; layer raisins $2 25 per box.

FEATHERS.—There was a fair demand, and sales in a regular way made as follows: Live geese feathers 55@65c ₱ lb.; mixed do 35@40c; prime mixed duck 30@35c; do do 25@30c.

FISH.—The receipts for the week were 747 bbls. Holders are still firm and indisposed to make concessions. Both mills and stores are supplied with the volume of trade. Dealers report a fair amount of sales at the following prices: Lake trout, $6 ₱ bbl.; No. 1 do, $5 50; No. 2 do, $5; salmon trout, $5 ₱ bbl.; No. 1 herring, $4 50; No. 2 do, $4; white fish, $5 ₱ bbl.; choice Minnesota brands $6 25. Mill rakes; Salmond, (white wheat) in barrels $7 50, in sacks $7 25; Paul Beck, (white) amber in barrels $7 50, in sacks $7 25; Morning Glory, (white) in barrels $7 50, in sacks $7 25; Gem, (white) in barrels $6 50, in sacks $6 25.

FLOUR.—The market for our last has undergone no particular change as relates to prices or demands. Buyers generally are offering lower figures. This, however, does not affect the market, as but little is offered. The receipts have been light, and the general feeling is steady. Philadelphia buyers report a bad market at that place on Monday, although the run from here was light, not exceeding 25 cars, or 5,000 bbls. Baltimore reports a dull market, with no one head, and Lancaster and Chester counties poured in about 1,500 head. Receipts at the Union Stock Yards, Chicago, for the week ending Saturday, February 11, were 27,000 cattle, 3,000 sheep, 1,000 hogs, 1,000 horses, and 1,000 cars of grain. Of cattle, 5,000 were Texans, 2,000 Illinois, 1,000 Missouri, 1,000 Kansas, 1,000 Iowa, and 1,000 Michigan. The receipts of cattle were rather heavy, but little was done, as buyers had not reported from the east. On Tuesday a number of regular buyers from Philadelphia and New York arrived, and the market on the yards. They were decidedly "sullish" in their manner, refusing even to go and look at cattle. The run was heavy on Tuesday and about 7,000 head are left over. Regular buyers are disposed to take matters rather calmly. On Wednesday the run was considerable, enough to make what is called a heavy run for the week, and the commencement to this time (Wednesday evening, six o'clock) was decidedly slow and dragging, with every appearance of continuing so for the balance of the week. Receipts of cattle were light, these except at prices much lower than those of last week, and sellers and buyers appear to be wide apart in their views on the value of cattle. Sales were slow and dragging, and difficult and slow work. Our market here is governed to a great extent by the New York and Philadelphia markets at this season of the year, and if the markets in those cities are dull, it has a depressing effect westward. Philadelphia buyers report a bad market at that place on Monday, although the run from here was light, not exceeding 25 cars, or 5,000 bbls. Baltimore reports a dull market, with no one head, and Lancaster and Chester counties poured in about 1,500 head. Receipts at the Union Stock Yards, Chicago, for the week ending

THE VERY LATEST.

WASHINGTON

Cincinnati Southern Railroad.

The Delegation Have a Hearing. Resolution of Inquiry Adopted in the Senate as to Why Mr. Boutwell Withholds Moneys Due the Pacific Railroads, &c., &c.

Special Dispatch to the Commercial.

WASHINGTON, D. C., February 16, 1871.

Cincinnati Southern Railroad.

The Cincinnati Southern Railroad delegation have had a hearing to-day before the Senate Commerce Committee and the House Committee on Railways and Canals. In the Commerce Committee Garrett Davis made a long argument denying the right of Congress to legislate in this matter, especially where a State had refused to assent to such an enterprise. He was followed by E. A. Ferguson on behalf of the road, who submitted reasons why Congress should take the action demanded. These were in effect that the road was of great public convenience, and that its construction was demanded by States north and south of Kentucky, and by every county in Kentucky which is represented. He argued that the popular branch of the Legislature in that State had sanctioned the road, but that it had been defeated in the Senate; that the opposition to it is solely based upon the local interests of the city of Louisville, and that sectional jealousies were growing out of the rebellion. It is shown that there is no probability of the senate of Kentucky being changed in its opposition to the road through a general election, as the opposition comes mainly from the representatives of districts remote from the proposed line of road, and there are political and other reasons why the opposition can never be made a feature in the elections. The same delegation will be heard before the House Committee on next Tuesday.

Pacific Railroad Question.

Mr. Stewart introduced a resolution in the Senate to-day, making inquiry as to what right the Secretary of the Treasury had to withhold moneys due to the Pacific Railroads on account of freight and transportation rendered for the Government, and asked its reference to the Judiciary Committee. Mr. Trumbull stated that the Committee already had this question under consideration, and that it has been examined for sometime, with what result was indicated in these dispatches of yesterday. Notwithstanding this statement the resolution was passed and referred as desired.

REPEAL OF THE TEST OATH.

The Committee on Reconstruction to-day directed General Butler, chairman, to report a bill repealing the test oath in accordance with the recommendation of the President in his message of yesterday. Only two members of the committee are opposed to repeal.

PROTECTION OF LOYAL AND PEACEABLE CITIZENS.

The committee have agreed to Representative Cobb's bill, entitled an act to protect loyal and peaceable citizens of the United States in the full enjoyment of their rights of person, liberty and property, and enable such citizens to preserve and perpetuate the evidence of losses sustained by acts of violence committed by them in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, South Carolina, Tennessee, Texas, Virginia, and North Carolina. Commissioners are to be appointed in each county to take evidence of the influence of the Ku-Klux Klan, and if needs be a *posse comitatus*, the militia and the aid of the military, or the naval forces of the United States, may be called upon to enforce the process. Heavy penalties are prescribed for those who refuse to join commissions or acting individually, in disguise, with the intent to do any injury to person or property, as well as for punishment of high misdemeanors and manslaughter. Interference with the free exercise of free rights of suffrage by any State municipal officers is deemed suffering damage may bring suit against the municipality of the county or district in which the unlawful acts of which they complain may have been done.

BOWEN'S TROUBLES.

To-day another warrant was issued from the Police Court by Judge Snell, charging Representative Bowen with bigamy in marrying Mrs. King while he had a wife living, Francis Hicks, whom he married in 1866, in Augusta, Georgia. The warrant was placed in the hands of a detective for service, and he went to Bowen's residence and served the warrant. The latter expressed no surprise other than to ask when they would cease coming after him, and then went with the officer to the Police Court.

INDIAN HOSTILITIES EXPECTED.

The Secretary of War is in receipt of a letter from the commanding officer at Fort Dodge, Kansas, stating that a general outbreak of Indians on the part of the Cheyennes and Arapahoes is expected early in the spring, and that the objective points of attack will be the frontier settlements of Kansas. General Pope forwards a letter from Superintendent Hoffman of the Interior Department will at once take measures to satisfy or pacify those Indians, who, he says, have just grounds of complaint, and adds that if the second Indian war does come, as it surely will, the military authorities cannot be held responsible for it.

RETRENCHMENT.

The work of reducing the number of Assistant Assessors of internal revenue has commenced and will be rapidly carried out. In a few districts where the force has already been lessened, the reduction will average at least half of those in services.

NEW HAMBURG DISASTER.

Continuation of the Coroner's Inquest.

POUGHKEEPSIE, N. Y., February 16.—Coroner Andrews resumed the examination of witnesses at the inquest over the New Hamburg disaster this afternoon.

Wm. B. Horton, for twenty-three years locomotive engineer and now employed on the Boston and Albany road, testified: He is positive the oil train which met with the accident could not have been stopped before reaching the embankment. He once run on the Hudson River road, and knew the height to where the accident occurred. He never knew the light on the drawbridge tower to be used for any other purpose than as a signal to the draw that was opened or closed.

John J. Lester testified in relation to the patent brakes. He remembered once of a train of thirteen cars being stopped in two seconds. He believed that the Express train on the night of the accident could to have been stopped in them within two or three minutes after they were applied.

Simon Graham, former bridge tender at the New Hamburg draw bridge, testified in relation to the duties to be performed there. It is an order that the bridge light is never to be turned unless the draw is open. There had been a light on the bridge on the night of the accident, the only thing he would have done when the Express drove in sight would have been to run down the road with a red light. He could run from the draw bridge to the water tank in a minute and a half. If there had been a signal to turn the tower light, he could have turned it in a minute.

Superintendent J. M. Toucey stated that Mr. John M. Flood was in command of the Express train on the road, on which the accident occurred, and described the duties of conductor, part of which was to control the light and the signals. The grade at the bridge continues half a mile before it. The closest of the tower light is to indicate the position of the draw. I know of no delay in the light on the night of the accident. It is about twenty-five feet from the track. Engineers are not allowed to have persons on their engines without special order. Sometimes half an hour under that a train is late of would get the danger signal from the draw tender, and run down to the track; but half a mile off the track signal would be seen best, or at least as quick. We think the patent brakes are the most powerful and safest for passenger trains. The President of the road gave orders two years ago that as fast as bridges needed repairing to build iron ones instead of wood.

Peter Dunn, sworn—I was middle brakeman on the second Pacific Express. My business was to see that the patents were in order before leaving Tarrytown street, and watch the brakes on the center of the train. I was stationed between the fifth and sixth cars from the engine. I always stand inside the door when the train is moving; that's the custom with brakemen. That night, when the whistle sounded for brakes, I was inside the door of the fourth sleeper. I felt the engineer slow off and heard him blow brakes. I went out and found four feet of snow on the ground. I came I had not turned the brake. It was only three or four seconds after the engineer blew for brakes the crash came. We were twenty yards north of the water tank when I heard the whistle. All patents in the sleeper were connected with the main cord. We were going at the rate of eighteen or twenty miles an hour when the crash came. The patent brakes were not applied before the accident occurred, because, if they had been, we could not have shoved the car back.

The body of Lawrence Mooney was grappled up at the wreck this afternoon. The top of the head is in one hand burned, but the rest of the body is in a good state of preservation.

STATE LEGISLATURES.

Tennessee.

MEMPHIS, February 16.—An *Avalanche* Little Rock special says: Articles of impeachment, to-day, were presented in the House against Governor Clayton by Mr. Padgett. The charges are substantially as follows: "That he has conspired with the members of the Supreme Court of the State to overthrow and unlawfully to deprive the Lieutenant Governor of office, when he had been lawfully elected by the people and qualified according to the Constitution and laws; he has unlawfully removed N. B. Lock, County Probate Judge and Clerk of Court, who he was also constitutionally empowered; he has directed, encouraged and aided fraud in the election of a Senator and other supporters of the City of General Assembly from the Thirteenth District; he has accepted pecuniary considerations for issuing State bonds or obligations to aid in the construction of Memphis and Little Rock, Fort Smith and Mississippi, and Osceola and Red River Railroad Companies, in utter violation of law and disregard of official duty as Governor, and other crimes and misdemeanors.

A motion for the previous question was carried by a vote of 47 to 36, and the articles were adopted by the same vote, amid intense excitement. Clayton had a lot of arms removed from the arsenal to the west end of the capitol last night, and is said to be swearing in everybody he could as militia. It is generally understood these supporters of Clayton will be impeached to-morrow, McClure, Searle and Benet, which will stop the Conservative majority in the Johnson case. Associate Justice McClure was made Chief Justice, vice Watkins, resigned.

NEWS SUMMARY

BY TELEGRAPH.

The Pope has addressed a letter to Archbishop Purcell, of Cincinnati, acknowledging the receipt of a communication, in which the latter signifies and professes with sincere devotion his full compliance to the Dogmatic Constitution published in the fourth session of the Vatican Council. The Pope expresses great satisfaction at the manifestation of faith and ecclesial feeling conveyed in the letter of the archbishop, the more since it comprises the whole the real reports which certain newspapers have circulated against him.

Martin Bergon, while engaged in cutting a new street through the hill at Cincinnati, was killed yesterday by a falling stone.

Henry Lutaman, keeper of a food store in Cincinnati, shot himself through the heart yesterday. Supposed cause, millions of whisky.

A Nassau, N. P., telegram of yesterday says: A flotilla of fifteen vessels is expected. Three of them are to remain, and the rest to go to Jamaica. Orders are issued for rations for a battalion of infantry. The Legislature is in session considering the measures recommended by the Governor to prevent the exportation of arms.

Over three thousand people attended the testimonial performance for the benefit of the "Little Church Around the Corner," at the Opera House, in Philadelphia, last evening. After the opera, in which the leading members of the performance will took up about $7,000, which will be sent to New York by draft to-day.

A Havana dispatch of yesterday says: Count Valmaseda left to-day for Cienes Villas, where he is to receive the submission of the villages that are in that district, who are to surrender only to the Captain General.

Baltimore Cattle Market.

BALTIMORE, February 16.—Cattle—Good fat and week, though not materially changed in prices. We quote fair to choice at 6@6½c; common to medium, 4@5½c; ordinary 3@4c; receipts 1,600, and sales of 800 head. Sheep—Receipts light and supply and inferior quality. We quote at 5@5½c for prime; 4½@5c for good; 4@4½c for fair; 3@3½c for inferior. Hogs—Receipts 1,200 head. Prices unchanged. Supply light with only moderate demand. Prices unchanged. Receipts 1,200 head, and prices be good to extra 6½@6¾c. Supplies 1,000 head.

FRANCE.

THE NATIONAL ASSEMBLY.

M. Grevy Elected President.

Speedy Conclusion of Peace Confidently Expected at Paris.

Establishment of a Provisional Republic.

Special to the World.]

BORDEAUX, February 16.—At a caucus held last night and composed of a majority of the delegates it was resolved to establish a Provisional Republic, with Thiers as President. Favre as Premier and the Duke de Broglie as Minister of Foreign Affairs. The other Ministers are to be M.M. Simon, Picard, Buffet and Barthlay. On the conclusion of peace the Assembly will adjourn to Paris and will attend to a plebiscite the future form of government.

M. Grevy Elected President of the Assembly.

BORDEAUX, February 16.—M. Grevy has been elected President of the Assembly. The total vote cast was 536, of which M. Grevy received 519.

Emperor William will not Return to Berlin Till After the Conclusion of Peace.

BERLIN, February 16.—The *Echo du Parlement* says: Count Chambord has arrived here. It is reported that Emperor William will not return to Berlin before peace, the speedy conclusion of which is confidently expected at Paris.

Cost of Proposed Defensive Works.

LONDON, February 16.—The defensive works proposed by the Secretary of War are estimated to cost fifty million pounds, and the new artillery required ten million pounds.

The Steamer Pacific Lost.

LONDON, February 16.—The Liverpool steamer Pacific has been lost in Shetland Islands, with twenty-six of her crew.

ANOTHER SMASH-UP

A Train on the Hudson River Railroad Thrown Off the Track—The Baggage and Drawing Room Cars Thrown Down an Embankment and Burned—One Person Slightly Burned.

POUGHKEEPSIE, N. Y., February 16.—The first o'clock train for New York, consisting of the Hudson River Railroad, ran off the track two miles north of Greenbush, and the baggage and drawing room cars were thrown down an embankment and burned. The passenger cars were saved. All the passengers were got out safely, but one went back into the drawing room car to look for something, when the door closed behind him and he was burned, but it is thought not seriously.

NEW YORK.

NEW YORK, February 16, 1871.

The Steamer Columbia, from Galagow.

The steamer Columbia, from Galagow, which put into Queenstown on account of fire, arrived at this port this morning.

ATTACK ON ENGLISH TEACHERS IN JAPAN.

The *Pedmont* to-morrow will publish the following in regard to the attack on the house of the two English teachers in the government college at Yeddo: One of the circumstances of the attack very little is known beyond the mere fact itself. The two teachers had visited the fortified quarter of Yeddo on the afternoon of Thursday, the 15th, at which place they dismissed their guards, the ordinary attendants of foreigners in college during the evening. They started at about 7:30 o'clock on foot, accompanied by a young Japanese gentleman, a student of the college, and, in fact, an inmate of his house. The distance to be traversed was not far, but lay often two miles by the most direct route, but they chose another course through the streets which are generally well lighted and thronged with passers-by or three brackets